The listing of the claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claim 1 (Currently Amended): A dual mass clutch flywheel that is able to rotate about a main axis of rotation and comprises two masses and a torsional vibration damper, which is capable of damping rotary vibrations by means of a spring damper device acting between the two masses, with a spring system and a damper system, wherein, in a load-free condition, both masses are able to rotate in an idling position about the main axis of rotation, and in the loaded condition are able to rotate against the spring-damper device about a main axis of rotation, offset by a relative angle to each other, wherein the spring system has springs which are guided by hold-down devices radially to the main axis of rotation, which devices are connected to each other by means of a fly ring, wherein the fly ring is freely able to follow the springs at least over a small relative idling angle around the idling position, and wherein the springs are freely mounted, at least in the region of the hold-down device

~~characterised in that the springs are connected in series by means of the hold down device (136, 236)~~.

Claim 2 (Currently Amended): A dual mass clutch flywheel that is able to rotate about a main axis of rotation and comprises two masses and a torsional vibration damper, which is capable of damping rotary vibrations by means of a spring damper device acting between the two masses, with a spring system and a damper system, wherein, in a load-free condition, both masses are able to rotate in an idling position about the main axis of rotation, and in the loaded condition are able to rotate against the spring-damper device about a main axis of rotation, offset by a relative angle to each other, wherein the spring system has rectilinear springs which are guided by hold-down devices radially to the main axis of rotation, which devices are connected to each other by means of a fly ring, wherein the fly ring is freely able to follow the springs at least over a small relative idling angle around the idling position~~, and wherein the springs are freely mounted, at least in the region of the hold-down device, characterised in that the springs are connected in series by means of the hold down device (136, 236)~~.

Claim 3 (Currently Amended): A dual mass clutch flywheel that is able to rotate about a main axis of rotation and comprises two masses and a torsional vibration damper, which is capable of damping rotary vibrations by means of a spring damper device acting between the two masses, with a spring system and a damper system, wherein, in a load-free condition, both masses are able to rotate in an idling position about the main axis of rotation, and in the loaded condition are able to rotate against the spring-damper device about a main axis of rotation, offset by a relative angle to each other, characterised in that the spring system has springs (127; 227; 727; 827) which ~~are connected in series by means of the hold-down device (136, 236) so that~~, under operating conditions, ~~they~~ do not rub radially outwards against components (125, 133; 225, 233; 725, 733; 825, 833) performing movements relative to the springs (127; 227; 727; 827).

Claim 4 (Currently Amended): The dual mass clutch flywheel according to Claim 1 ~~or 2~~, ~~characterised in that~~ wherein the spring system applies less than 20%, in particular less than 10% of the maximum friction of the spring-damper device, compared to a damper system of the spring-damper device.

Claim 5 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ claim 1, ~~characterised in that~~ wherein the spring system (121; 221; 421) and the damper system (123; 223; 423) of the spring-damper device (119; 219; 419) are arranged on different radii of the main axis of rotation (129; 229, 429).

Claim 6 (Currently Amended): The dual mass clutch flywheel according to Claim 5, ~~characterised in that~~ wherein the damper system (123; 223) is arranged radially outwards.

Claim 7 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ claim 1, ~~characterised in that~~ wherein plates (125; 233), which transmit torque from one of the two masses (103; 205) to a spring-damper device (119; 219) and are of dual design, consist of identical material with the same strength.

Claim 8 (Currently Amended): The dual mass clutch flywheel according to Claim 7, ~~characterised in that~~ wherein both plates (125; 233) are symmetrical.

Claim 9 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ claim 1, ~~characterised in that~~ wherein a flying spring plate (137;337) consists of identical material, with the same strength, to that of a primary side or secondary side plate (133; 333) which transmits torque from one of the two masses (105) to a spring-damper device (119).

Claim 10 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ claim 1, ~~characterised in that~~ wherein components on which the springs rest, but from which they are raised in the peripheral direction during a relative movement of the two masses of a dual mass clutch flywheel, expand in the direction of the springs on their side lying radially outwards, starting from the side lying on the springs, so that zthey are separated from the springs in the radially outward direction during a relative movement of the two masses on the side on which these components are raised from the springs.

Claim 11 (Currently Amended): The dual mass clutch flywheel according to Claim 10, ~~characterised in that~~ wherein a saddle, on

which the springs are able to rest, being guided radially stably, is provided on the side of contact.

Claim 12 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ claim 1, ~~characterised in that~~ wherein a primary side spring plate (525) is designed as a membrane.

Claim 13 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ claim 1, ~~characterised in that~~ wherein a component (633) of the secondary mass (605) transmitting a torque in the direction of the primary mass (603) is connected to the secondary plate (605) by means of a riveted joint (635) countersunk in the secondary plate (605).

Claim 14 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ claim 1, ~~characterised in that~~ wherein the secondary plate (605) is only machined on one side, preferably its side facing the primary mass (603).

Claim 15 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ claim 1, ~~characterised in that~~ wherein at least one plate (425, 525) transmitting a torque interacts frictionally and directly with a friction element (443, 545).

Claim 16 (Currently Amended): The dual mass clutch flywheel according to Claim 15, ~~characterised in that~~ wherein the plate (425, 625) varies in the axial direction in a peripheral region in which the friction element (443, 545) can be found.

Claim 17 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ claim 1, ~~characterised in that~~ wherein the hold-down devices (736, 836) each engage in a spring (727, 827) and/or pass through it from the inside.

Claim 18 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ claim 1, ~~characterised in that~~ wherein it comprises spring arrangements

with a plurality of springs (27, 27A), wherein the inner springs (27A) are of bulbous design.

Claim 19 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ Claim 1, ~~characterised by~~ comprising a friction device, which has at least one frictional surface whose normal vector has an axial component.

Claim 20 (Currently Amended): The dual mass clutch flywheel according to Claim 19, ~~characterised in that~~ wherein the frictional surface is aligned essentially axially.

Claim 21 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ Claim 1, ~~characterised by~~ comprising a friction device which has at least one frictional surface which varies peripherally in the axial direction.

Claim 22 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ claim 1, ~~characterised by~~ comprising a friction device which comprises at

least two wedges (31, 41) which are secured to an axially circulating component, preferably on a pressure plate (44).

Claim 23 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ claim 1, ~~characterised by~~ comprising a friction device which comprises friction wedges and/or friction ramps or friction ramp rings of very naturally stiff materials.

Claim 24 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ claim 1, ~~characterised by~~ comprising a friction device which comprises friction wedges and/or friction ramps or friction ramp rings of friction lining materials.

Claim 25 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ claim 1, ~~characterised by~~ comprising a friction device with a metal ramp ring (52, 425, 525).

Claim 26 (Currently Amended): A clutch with a clutch flywheel according to ~~any one of the preceding claims~~ claim 1,

and with a pressure plate and a friction disc that can be gripped by the pressure plate and the clutch flywheel.

Claim 27 (Currently Amended): A method for manufacturing a dual mass clutch flywheel, ~~characterised in that~~ wherein plates (125; 233) which transmit torque from oneof the two masses (103; 205)to a spring-damperdevice (119; 219) and are of dual design are manufactured from one steel plate.

Claim 28 (Currently Amended): The method according to Claim 27, ~~characterised in that~~ wherein the two mouldings of the plates are connected to each other mirror symmetrically.

Claim 29 (Currently Amended): A method for manufacturing a dual mass clutch flywheel, ~~characterised in that~~ wherein a flying spring plate (337) and a primary side or secondary side plate (333),which transmits torque from one of the two masses to a spring-damper device, are manufactured from theidentical region of a steel plate (300).

Claim 30 (Currently Amended): The method according to ~~any one of Claims 27 to 29~~ Claim 27, ~~characterised in that~~ wherein the secondary plate (615), after being cast, is only re-machined on a side facing an engine or the primary mass (603).

Claim 31 (Currently Amended): The method according to ~~any one of Claims 27 to 29~~ Claim 27, ~~characterised in that~~ wherein when the secondary plate (605) is connected to a component of the secondary mass (605) facing an engine or the primary mass (603), the dimension required is obtained from a point on the secondary plate (605) facing the engine or primary mass (603).